

The Classic Australian Wooden Power Boat Association

Postal Address:
18 Grandview St
Moonee Ponds
Vic 3039

Phone: 03 9370 2987
E-mail: NH35_Stormy@bigpond.com

We're on the web
[http://www.users.bigpond.com/
NH35_Stormy/](http://www.users.bigpond.com/NH35_Stormy/)

Editor's Note:

For this issue, I have used a few less pictures than I normally do, but have made them larger. I have often felt that the smaller pictures lacked detail, particularly those scanned from old magazines etc.

Let me know what you think—more “smaller” pictures or less “larger” pics.

Please, keep talking to me

Greg Carr

Around the Traps

A couple of boats have been moving around the country very recently.

The 20' hydro *Miss Coldstream* left Melbourne in May for its new home with Colin Bailey in Adelaide. The hydro has done little racing, most of its running was done while being developed. Hence the hull is in excellent condition.

Colin also recently had a few of the plastic boat boys getting a bit twitchy recently when he entered his skiff *Comanche* in the local drags.

The carvel hulled boat *Sante Fe* recently departed South Australia for its new home in Sydney. The boat is to be restored by new owner Brett McIntyre.

Dave Pagano is continuing with the refurbishment of his hydro *Chinook*. This boat still holds the 2750cc hydro class speed record of 170.91 kmh it set in 1975.



Klemzig Paul Siddall
Mobile: 0419 826 377

Platers

Bright Chrome
Satin Chrome
Nickel Plating
Metal Polishing
Paint stripping

294 North East Rd
Klemzig SA 5087
Ph: (08) 8261 1168

Exhaust Tip Manufacturers
Motor Cycle & Car Parts Specialists

Classic and Modern Wooden Boatbuilder

New constructions in:

- Clinker
- Coldmoulded
- Carvel
- Plywood
- “Riva” style mahogany power boats
- Renovations and rebuilds

30 years experience

Based at Yamba Marina, northern NSW

Phone Colin on 0407 844 435

Coming Events

June 2002

- Classic Yacht Association Concourse June 16th, 2002. Super Yacht Marina, Rozelle. Classic Speedboats on show.

July 2002

- Melbourne Boat Show, Melbourne Exhibition Centre, July 4 - 8, 2002. The Association will have a stand there, so drop in and say hello.
- South Australian Boat Show, Wayville Showgrounds, July 11 - 14, 2002

August 2002

- Sydney Boat Show. Darling Harbour, August 1 - 6, 2002

① Please check for confirmation of dates and venues

Club Contact Details

The South Australian Wooden Speedboat Club

For further information, contact Paul Siddall by phone on: 08 8520 3651 or 0419 826 377 or by e-mail at: siddall@adelaide.on.net

The Victorian Wooden Speedboat Club

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35_Stormy@bigpond.com

The New South Wales Wooden Speedboat Club

For further information, contact Dave Pagano by phone on: 02 4578 4444 (after hours) or by e-mail at: davehotboats@hotmail.com

The Queensland Wooden Speedboat Club

For further information, contact Chris Lawrence by phone on: 07 5594 2517 or via e-mail at: chrisles@onthenet.com.au

The Tasmanian Wooden Speedboat Club

For further information, contact Alan Mansfield by phone on: 03 64 282290 or email at: amansfie@southcom.com.au

The Classic Australian Wooden Power Boat Association

For general information and separate newsletter subscriptions, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35_Stormy@bigpond.com or write to the address at the top left of this page.



THE HOLLOW LOG

Volume 2 Issue 3

June 2002

The Classic Australian Wooden Power Boat Association

Inside this issue:

Good On You All!	1
Predator	1
The Bum Steer	2
Victorian Chapter Get Together	2
Reader's Boats: Pearl Necklace	3
How To Set Up An Inboard Runabout: Part I	4
NSW Chapter Get Together - Woy Woy	6
Around the Traps	8
Coming Events	8
Club Details	8

Interested in advertising in this publication?
Contact 03 9370 2987

Articles in this publication may not be reproduced without the permission of the publisher and/or writer

Good On You All!

It really is heartening to hear of old woodies continuing to be discovered around the country.

During the past few months I have heard of carvels being found in South Australia (which would have to be the carvel capital of Australia), skiffs in Victoria and New South Wales, a runabout in NSW that was a bit past it (see page 2) and more hydros in Victoria.

When I first started the web-site back in 1997, I made a statement that I believed (hoped) that there were many boats tucked away in garages and sheds around the country. Well, it seems that is in fact the case. We still do not have “relatively” large numbers of boats, but we are at least continuing to dig them up. I knew of only a handful of boats in 1997, I now know of several dozen. Judging by



"Miss Coldstream" was recently discovered in Melbourne

the past few years, I figure I am safe in thinking there are still many more out there. Club membership continues to slowly increase and every new member usually means a new (old) boat.

The credit for all this goes to you people out there, the wooden power boat enthusiasts. It is you people that are prepared to chase a lead on a

boat, find it and then spend the time, effort and money in bringing back to life. Whether it is a runabout, skiff or hydro, a full resto or enough to make it useable again doesn't really matter. What does matter is that you people are out there and doing it.

Congratulations to you all.

Predator

Darrell Brown & Ray Jones are currently setting up *Predator*, a 25' hydroplane. The boat, built by Nankervis, was a sister and back-up boat for another well known hydro, *Assasin*.

Predator has been fitted with a 27 litre Rolls Royce V12 engine. While Darrell and Ray do not intend to campaign the boat in serious

competition, they will be giving demonstration runs at race meets, etc.

I think most of us will look forward to the day we see

and hear the RR V12's of *Aggressor* and *Predator* running together.



The Bum Steer

You know how it starts, in my case, sitting on the bedroom floor, scraper in hand removing 70 years of paint from cedar skirtings and the like, wishing you were somewhere else but looking forward to the finished result .. then the phone rings. Woohoo!! The scraper slides along the floorboards in the scramble toward the diversion ...

"Hi Rob, how's it going blah blah .. I got onto a wooden boat near you" .. silence at my end .. do I really want to hear about this???? Hell yes .. or so I thought. "It's a centermount, Dodge Kew, Everingham I think" .. Damn! If I had to have a second boat I'd prefer an Everingham too .. There's gonna spit chips!.. then I find out someone else knows about it too .. you know the deal .. someone else KNOWS!! I have to go out there right now .. Oh yeah, the phone number and name .. thanks!! Bye, I have to make a call!

Three calls later I gave up and left my number .. grumbling as I head again for the paint scraper and skirting boards. That night I get a call, yep, it's a Lewis hull.. darn, no Everingham .. but then that wooden boat by-law .. "They're all Lewis until you see them" .. then he swore at me.. he said it'd been glassed over .. ah well, what's another day's work I suppose .. then he told me how he hung it on the towbar and roped it on to tow it a short distance home ..

H m m m m m m, lucky it's close.

An appointment is made and at the appropriate time I drive out to see the boat. The last words were "You'll see it beside the dam between the 4th and 5th houses". Ohh yeah, I saw it all right, this was some boat .. ¼ of a mile away you could see it was painted in old fence gray by Mother Nature herself, it did have fibreglass too, you could see it flapping in the breeze like your old mum's skirt when she used to hang out the washing.

A closer inspection revealed a secret CSIRO experiment taking place in the cylinder bores of the old Dodge donk but the underwater gear all appeared sound. Much less could be said of the timber portions of



the assembly, trailer included.. About the only positive comment I could make was that neither had termites!!!

Oh yeah, the hull was a "Wells" .. thanks mate!!!

Rob Cranfield

Victorian Chapter Get Together

Keith and Marilyn Laws were kind enough to open up their home and host the second meeting of the Victorian Chapter held in May.

With a group of around 14 people, there was plenty of conversation happening all afternoon and night. We were again privileged to have Keith Simpkin along. As a bonus to us, Keith brought along a friend of his, Ron Laws. Ron raced boats from 1960 through to about 1970 and certainly had some interesting tales to tell. Peter Adcock also came along.

Peter has been building boats for about 40 years now and currently builds *Syndicate* boats. These people are mines of information and are very obliging in answering any questions and offering advice. They were certainly kept busy throughout the night.

Keith (Laws) had a video of boat racing compiled by Glen

.... continued on page 7



Keith Laws, Keith Simpkin and Ron Laws

ference at all. I gave Dave "the look", the one that says "We're screwed but keep smiling!".

The time for pretence was past. Seating and flooring were removed and passed

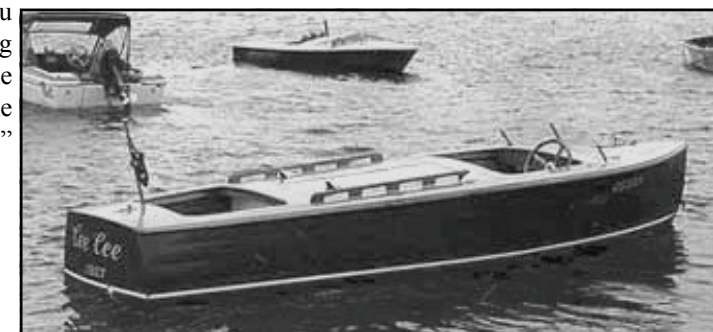
and with both Stu and Suzie bailing whilst I took the trailer back to the ramp, "Cee Cee"



Simon Bennett and Apache

up front, with a bailing bucket passed back. It may be confidently reported that I am rated in excess of 80 gallons per minute! We made it back to Di's OK

me was realising that rather than see if he was all right, I'd checked to see if the video camera was rolling. If you haven't seen the video it's worth a look.



Dave Pagano's Cee Cee

survived another NSW get together.

Most memorable moment was Dave Pagano's face when he slipped from "Cee Cee's" deck into the water early in the day; funniest part for

Thanks to everyone who turned up on what looked to be a crook day and especially the three who brought their boats. Thanks to Dave Pagano for the entertainment and special thanks must go to Di Fenton for providing the venue, refreshments and BBQ!

Victorian Chapter Get Together continued . . .

Turvey, a grandson of champion boat racer Ernie Nunn.

The video consisted of film from Ernie Nunn's private movie collection and included some excellent footage of early skiff and hydro racing. Plenty of scenes of Nunn's boats *Do* and the *Wasps* racing, as well as other excellent race footage of the 62-63 Griffith Cups from Masport New Zealand as well as other racing from Cabarita NSW, St George, Illawarra, Eppalock, Goolwa, Swan River, Southport and many others. The video ran throughout the evening and was excellent viewing. It is hoped that some day down the track this video and others like it will be available to all who want them.

Keith also had his new pride and joy on show for all to see. Sporting its new name of *Pearl Necklace*, the Bruce Walker built boat is in excellent condition and was very impressive. The boat's six cylinder Holden motor was stirred into life at one time during the evening

and it sounded extremely healthy, with all agreeing that the engine is somewhat better than standard.

Many photos were produced of past, present and future projects. There were also those "try and identify my boat" pictures as well. Another interestingly named boat was Grant Webster's "Fawnikator". Hmm . . .

Partly because of the unpredictable weather at this time of the year (although the day turned out to be sunny and mild) and also the lack of a suitable venue, we didn't succeed in getting boats in the water for this meeting. The Carrum Water Sports Centre nearby was looked into, but the prices per boat I was quoted and the times available to us soon put paid to that. So, even though we were



Some pretty heavy discussion happening here

land locked, good food and company made for a most entertaining and informative day.

Many thanks to our hosts Keith and Marilyn and special thanks to Jarad, our chef and V8 Holden Racing adviser for the evening.

Woy Woy Oh Boy! (or NSW Get Together # 3) Rob Cranfield

The 3rd NSW get together was staged on February 3rd 2002. A Sunday as has been the norm only this particular Sunday the weather was .. well .. chronic! I'd spoken to Dave Pagano the day before and we'd agreed to still go no matter what the weather in Sydney. He'd go to the ramp and I'd go to Di Fenton's place where the actual event was to be based.

Di's place is located on the foreshore of Woy Woy Bay adjacent to a reserve; her neighbour has a decent jetty that we were kindly allowed to make use of. All in all an excellent venue. On the drive up the bad Sydney weather turned to even worse torrential rain which stopped some 30km before we arrived at Woy Woy. Apparently everyone was around at the ramp and someone was in the house to greet anyone else that arrived later so we drove around to see what boats and people had turned up.

Stu (*Divine Intervention*) turned up as we were about to leave so jumped in with us and off we went.

Dave was at the ramp with "Cee Cee"



The Woy Woy Group

of times when he arrived but sure enough; a mate of mine whom I hadn't seen for a few years was in the passenger's seat with him. Talk about a small world!

With all boats successfully launched they did a quick lap of honour then

to Di's and washing it out front before departing. A group photo aboard Di's beached "cruiser" after the bbq and another coffee then Simon (*Apache*) had to leave us too.

Dave decided to take "Cee Cee" for a run across to Gosford along with Suzie, Di, one other lady and they volunteered me for the other seat. I tried to get Stu to go but he wouldn't hear of it.. I wonder if he knew???? We made Gosford A-OK and had turned for home when Dave realised we were pushing more water than was usual. We opened the engine hatch to have a look and sure enough there was a reasonable amount in the hull. I steered while he climbed down the back to pull the bungs. Five minutes later we exchanged a look, all wasn't well but we didn't want to distress the women. We helped one of the women into the front cockpit and I scrambled down the back telling them more weight up front would help the boat. Once in the back I helped Di into the front too before pulling the rear seat up.

The rudder, stuffing box and a piece of keel were doing a cross between a water bourn waltz and the tango, water pouring into the hull around it. Pushing down on the steering gear made no dif-



Launching Anthony Rose's Caroline

along with Simon Bennett with his son and "Apache", a pretty Everingham hull with a strong Ford Y-block. The rain still held off and Stu was sorry he hadn't brought his boat, as was Jeff Lockhardt (*Skidoo*) who'd brought his son along. After a bit of a chat with those that had arrived "Cee Cee" was launched immediately followed by "Apache". During this time Anthony arrived with his Chris Craft "Caroline". I had to look a couple

headed off on the short hop across the bay to Dianne's, we did the same via road. Once there the order of the day was more bench boating, water bourn boat rides, some hot coffee and a lovely BBQ put on by Di for everyone. Everyone turned out to be about 17 smiling attendees. Anthony had to be home early so they headed off to the ramp as we began the BBQ, trailering the boat back

Member's Boats - Pearl Necklace

Keith Laws

Keith Laws recently became the new owner of Pearl Necklace. The twin cockpit clinker runabout was built by Bruce Walker of Heyfield, Victoria, in 1965. The following is some history on the boat that Keith has managed to track down.

Mr. Bruce Castles, who was a part owner with his brother Brian of Mitre 10 in Sale, Victoria, remembers supplying Bruce Walker with scarfed Coachwood Marine Ply and Silky Oak for ribbing that same year. It would be fair to assume that this was the timber used in this boat. Bruce Castles was apparently a ski boat nut from Glenmaggie.

to a store owner in Heyfield. There are many stories of broken down Dodge side valve six engines and that the store owner from Heyfield committed suicide beside the boat in his garage. Maybe constant repairs to the old Dodge got to him.



Restoration starts

There is no further record on the boat until it was purchased by Bill Bradford of Croydon in Melbourne in 1990 as a project boat. By then it had a chrome "Minx" badge from a

stored the boat in 1995 using (in their words) quality materials and epoxy technology and it is now stronger and stiffer than when originally constructed. There is also some use of Huon Pine in this restoration.

Neil Taylor of Middle Park, Melbourne, became the owner around 1998 and he fitted a Grey Holden motor and used the boat only a couple of times before putting it in storage as he found it was unsuitable for his very young family. It has been shown several times at the Melbourne and Hobart Boat Shows.

Keith Laws purchased the boat 2002 and as it had no signwriting, it was renamed "Pearl Necklace". It still retains the original Minx badge on the dashboard.



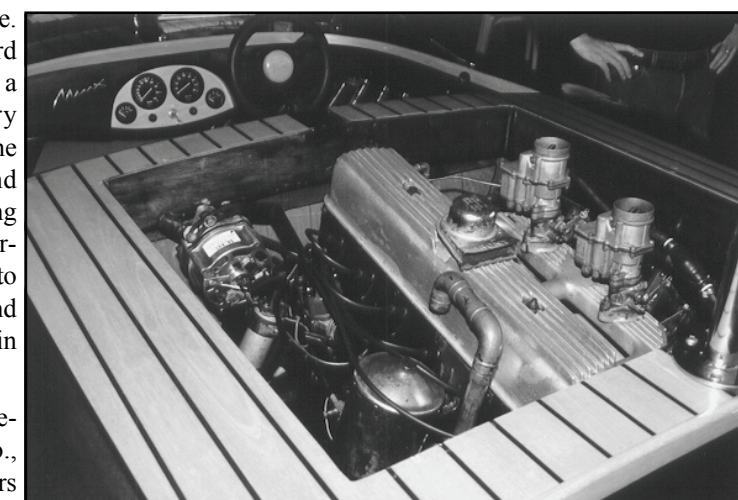
A new home and a new name

Peter Andrewartha owned the boat until 1973 when it was purchased by Dirk Buys of Denison. He used the boat for family skiing on Lake Glenmaggie and at this time it was named "JOEY". This may have been the original name. The hull had suffered stem damage and had been replanked due to a coming together with a Bulls Cruiser on the Lakes in the 1980's.

The boat was sold by Dirk Buys in 1982

Hillman car on the dash and was known by that name. Bill Bradford also owned a Lewis very similar to the Walker and decided skiing was a preferable option to restoring and he sold it in 1994.

James Frecheville & Co., Boat Builders of Paynesville, Victoria, re-



A very healthy sounding Holden Grey

Quote for the day:
A woman is like a teabag - only in hot water do you realise how strong she is

HOW TO SET UP AN INBOARD RUNABOUT

PART 1

As a guide to the best way to set up your ski boat, SEACRAFT looks at the queen of runabouts, the 80 mph Melodee IV.

OUTBOARD POWERED boats dominate the ski lanes of Australia but there are plenty of keen boatmen who because of finance or inclination, prefer to build or buy an inboard runabout. The new inboard runabout will probably have no real setting up problems, but many owners buy older boats with the idea of doing them up. That can run into some real trouble.

Some of Australia's top racing men cut their teeth on dilapidated inboard ski boats that repaid their work and effort with a great increase in performance.

Many people make a living from setting up and servicing outboard boats. There are fewer "inboard doctors". The owner of an inboard can take his boat to the local garage and have work done on the motor if he is not a good mechanic but is in trouble if he has a boat that looks good and runs well but doesn't behave correctly. Where does he go for help?

The trouble is almost always in the set-



ting up of the rig.

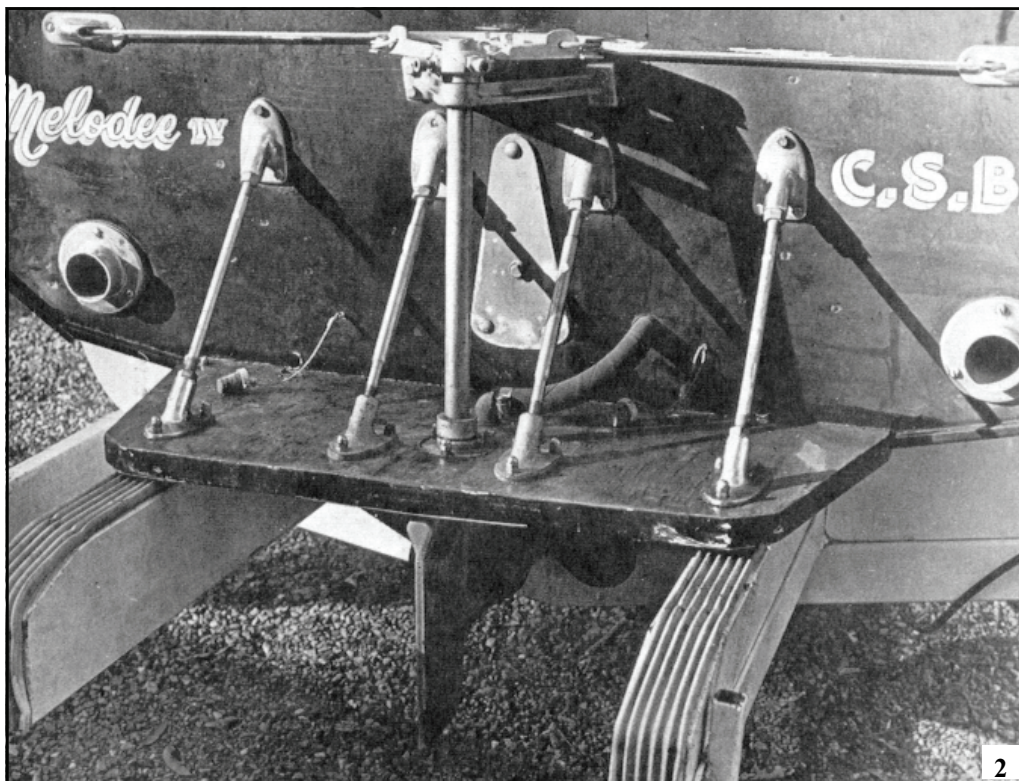
Mass produced boats are made from a mould. Their hull characteristics are the result of extensive testing before the boat is marketed. The motor is fitted in a predetermined position and the boat is guaranteed to go. Careful tuning will make it go faster but its basic performance is good.

The inboard owner has no such built-in advantage. If his boat is his first, it may be second hand with some years of hard work astern. The engine may be worn out. He will replace this first and then with a good engine may find out that all is still not well.

Boats of this type, while basically sound, are often the victims of seasons of "she'll be right mate" thinking which has resulted in a shoddy, badly tuned boat. This can be heartbreaking for the buyer who wants his boat to go well and who cannot afford to go in over his ears to do it.

At the other end of the scale in inboards is the lovingly tended, carefully maintained racing, ski runabout. The average inboard should fall somewhere in between these two extremes.

Representatives of the best inboards is George Kilpatrick's Melodee VI. She ranks as the most consistent and reliable inboard racing boat in the eastern states. Her race record in buoy and ski racing is impeccable, with many more firsts than places. She has even raced in offshore ski events, admittedly in

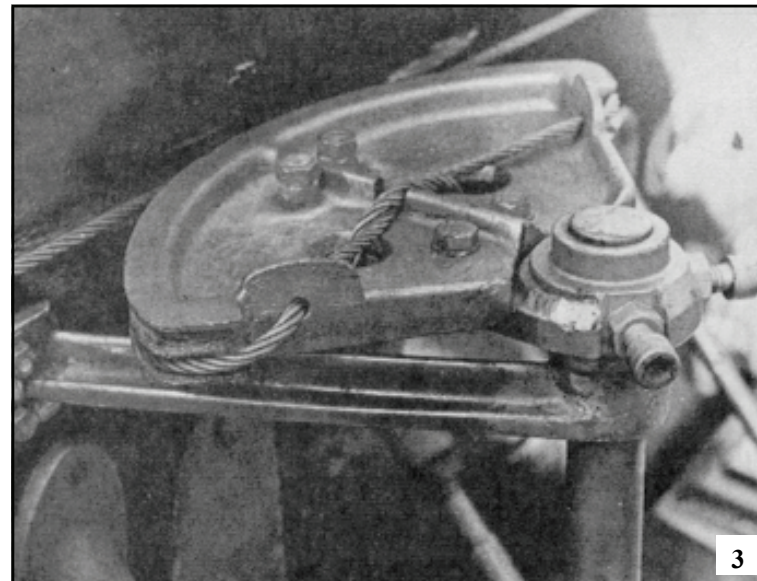


relatively calm conditions.

Melodee has been entered in all kinds of races – the Griffith Cup, the Bridge to Bridge Ski Race and club handicaps. She hasn't won the Griffith Cup and there is little chance that she could, but she is fast enough and reliable enough to be a threat if one of the front runners starts to run dead.

Much of the work that has gone into Melodee has been concerned with the correct placement of equipment.

Positioning of fins and cavitation plates can make or break the cornering and trim of these boats. And no matter how well the engine works, the boat will not perform unless it is using its power efficiently.



After the motor, the next important item for attention is the propeller and rudder assembly. Good props or "wheels" are not cheap. Melodee's is a two blade, 12 by 16 in. bronze Lundberg high performance

prop which would dent George's pocket if he lost it.

During her three years of life, Melodee has worked hard. She has been in use nearly every weekend. When she is not racing she is used for family outings and skiing. She has even been used – at a fairly high speed as she has no water pump – to tour the harbour looking at sailing ships.

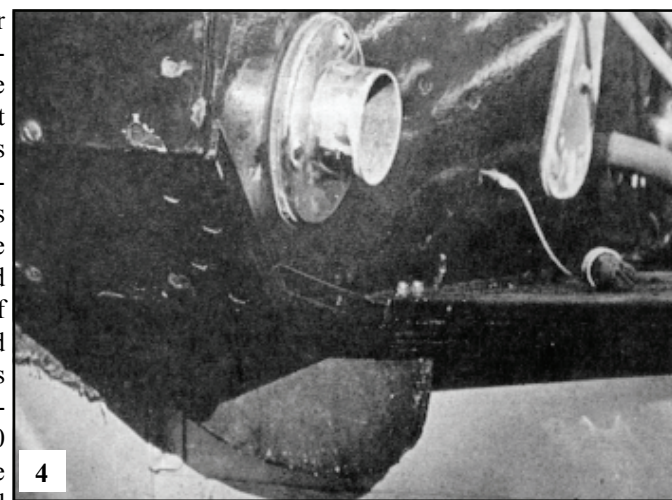
Not every ski boat owner can afford to or even wants to go as hard as Kilpatrick does in Melodee. Many could not afford the "Go Fast Gear" that has been fitted, although much of the work on the boats has been done by George and his family.

There are, however, many fittings on his 80 mph boat that could be copied for other boats and there are many ways of improving the average runabout without going into great expense.

The rudder (Pic 1) has a square leading edge which creates less turbulence at speed. It rakes aft 1 1/4 in.

Melodee uses a water pickup 5/8 in. in diameter, fitted to one side and just in front of the rudder. This pickup is water-pressure-activated as she rarely idles. If the boat was to be used for the odd spot of slow cruising it would need two such pickups either side of the centre line and about 20 in. forward of the stern. They would need to be feeding a water pump to keep sufficient flow to the engine.

Note the sheet of 1/4 in. stainless steel on the hull bottom. The protects the hull from the blast of the prop which causes



wear (erosion) such as can be seen on the side of the rudder.

The bottom must be strong and must not flex. Fittings must be of good quality. Many inboards have been sunk by the results of frail propeller skegs letting go.

The cavitation plate shown here (Pic 2) stops air being sucked in from above the wake, causing loss of thrust. The cavitation plate has other uses too. By altering its angle with the aid of the screw adjusters, it can be used to vary the riding trim of the boat. If she has a tendency to one side a slight warp of the plate may cure this. The plate also comes in handy as a step for skiers. Size and angle of the plate is a matter of trial and error.

Melodee's rudder has to take great stress (Pic 3). Steering gear is rigidly scrutinised by race officials before and sometimes after racing. If racing boats need strong steering, so do private boats which are used all year.

Note the construction and general sturdiness of the whole assembly. Cables are double secured.

Anyone who holds a licence for skiing will know that he is required to operate in a left hand turn system. This allows him to co-ordinate his activities with other boats in the area. Speedboat racing operates in the same way. In both activi-

ties, the boat that baulks at turning left can be a danger to other boats or swimming skiers.

Part II of this article will appear in the next edition of the Hollow Log.